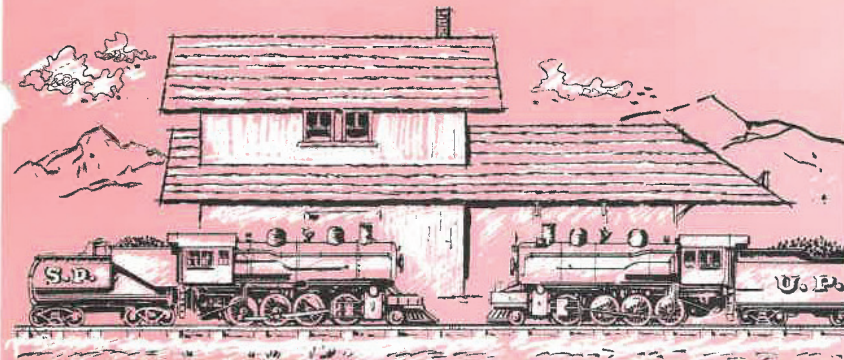
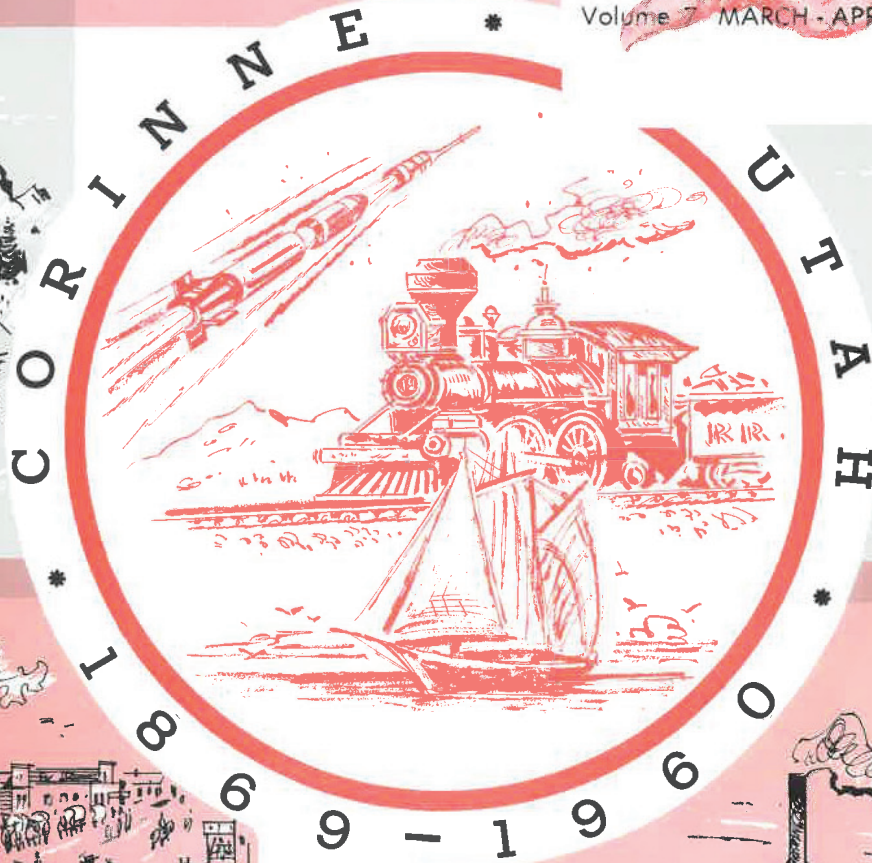


NEWS

OFFICIAL PUBLICATION OF NATIONAL
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*Preservation of Utah's Pioneer Heritage
in all areas: arts, crafts, skills, scenic,
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Volume 7 MARCH - APRIL, 1960 No. 2



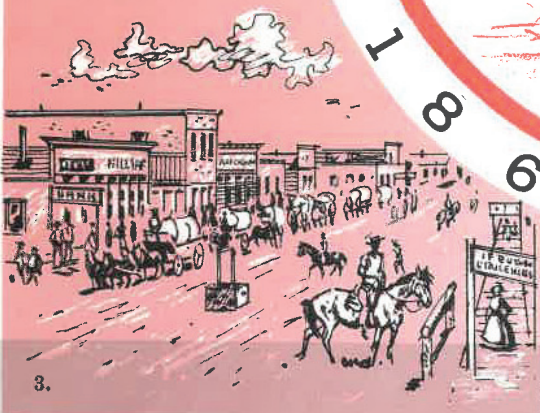
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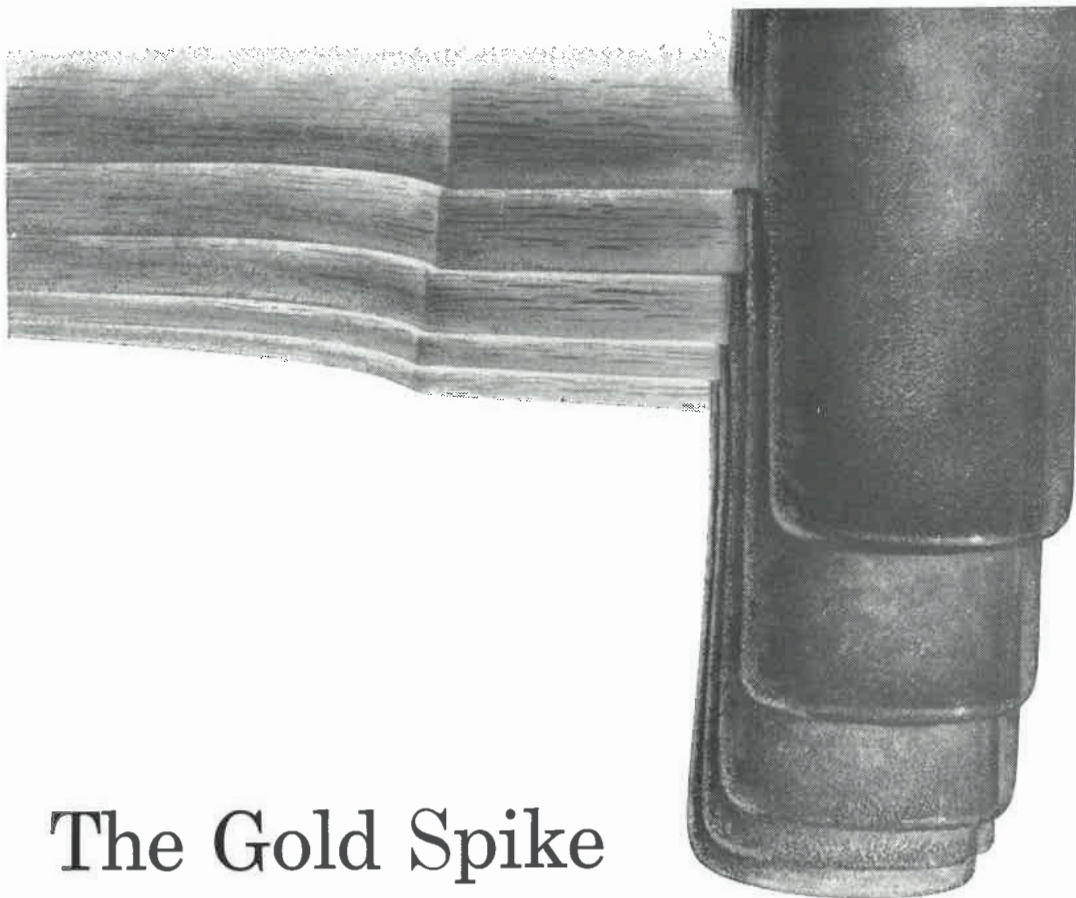


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1. Railroad Village
2. Presbyterian Church
3. Main Street, Early Freight
4. City of Corinne
5. Smelter
6. Methodist Episcopal Church

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THE GREAT SALT LAKE CROSSING

*Special Release to SUP News by the
Southern Pacific Railroad*

The Great Salt Lake is an obstacle in the pathway of any east-west railroad line in northern Utah. The government sponsored Pacific Railroad surveys of the mid-1850's recommended that the transcontinental railroad line pass south of the Great Salt Lake. However, some ten years later, engineers of both the Central Pacific and Union Pacific Railroads resurveyed the route and considered a direct line across the Bear River Bay to Promontory Point. Thence the railroad grade would follow the shoreline of the lake around the western side of the Peninsula and Spring Bay. This would have avoided the heavy grades of the Promontory Ranges. However, it was discovered in 1867 that the lake was rising, and the engineers of both companies recommended that a route north of the lake across the Promontory Ranges should be adopted.

The grade around the northern side of the Great Salt Lake was steep and over forty-four miles longer than a direct crossing of the lake. Only a trestle-work and fill across the lake would be satisfactory. Therefore, in 1902, the Southern Pacific Railroad — the successor of the Central Pacific Railroad — under E. H. Harriman, undertook the construction of the Lucin Cut-off. This project extended for 103 miles between Ogden and Lucin and included a thirty-two-mile line across the Great Salt Lake. The cut-off would save 44.8 miles in distance, 4000 degrees in curvature, and 1,500 feet in rise and fall.

Although the maximum depth of the lake is thirty-two feet, the undertaking proved to be a tremendous one, for the bottom of the lake is unstable, consisting of mud and ooze. Bedrock, in some cases, has been buried by many hundreds of feet of dirt and salt. There were times when it seemed as if the fills and trestles of the Lucin Cut-off would be swallowed in the mud. Occasionally, the driving of one piling into the lake bottom would force another one to shoot up and become dislodged.

Crews working from the eastern and western shores met near the center of the lake on November 13, 1903, but the celebration was held on Thanksgiving Day, November 26, 1903. However, the twelve-mile trestle was not opened to traffic until March 8, 1904.

For some fifty-odd years the Lucin Cut-off trestle solved the problem of the Great Salt Lake obstacle, but it was not completely satisfactory. The following incident illustrates this fact: In May, 1956, while the work-camp and harbor were



Aerial view of the old trestle at the left and the new fill the Southern Pacific has made across Great Salt Lake.

—Courtesy Southern Pacific Railroad

being constructed at Little Valley, fire destroyed 650 feet of trestle near the middle of the lake. This accident disrupted train traffic for six days and pointed out the vulnerability of the wooden structure to fire or possible sabotage. The engineering staff of the Southern Pacific, therefore, planned a fill causeway to replace the twelve-mile wooden trestle.

Work started on the new causeway in 1955, and the original schedule called for the completion of the work in June 1960. In order to develop a strong base, the soft layers of lake bottom were dredged away from the firm clay or salt layers. By the end of June, 1958, more

than fifteen million cubic yards of lake bottom had been excavated for the foundation. Rock and gravel from sites around the lake — Little Valley and Lake Side — were barged and dumped into the trench, and a total of 45,497,000 cubic yards of rock, sand, and gravel were used in the construction of the fill. Dump trucks, supplemented with rail cars on the western end of the causeway, completed the grading. The fill was widened and protected with heavy rocks against the storms which sometimes lash the lake. In March, 1956, construction work was speeded up with the awarding of a con-

See **CROSSING**, Page 17

SUP News

Published Bi-Monthly at Salt Lake City, Utah
by Sons of Utah Pioneers at

PIONEER VILLAGE
2998 South 2150 East
Salt Lake City 9, Utah

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Subscription Rate, \$3.50 per year, 35c copy
Entered as second-class mail at Salt Lake City, Utah.

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PROMONTORY IN 1869

By ROBERT M. UTLEY
National Park Service

The rails of the Union Pacific, advancing swiftly westward between 1866 and 1869, spawned one of the most colorful institutions of frontier history — the board and canvas town known as "hell on wheels." They sprang up almost over night wherever construction headquarters and base camp paused in the dash across the continent. Their citizens — gamblers, whisky peddlers, prostitutes, and criminals of every variety — dedicated themselves to relieving the Irish laborers of their earnings. For a few weeks, months, or an entire winter, these towns were roaring centers of fun-making and frequent homicide. When base camp moved on, the hell on wheels followed.

No such hilarity enlivened the railroad of the rival Central Pacific. Chinamen proved more sedate than Irishmen, and under the watchful eyes of Crocker and Strobbridge the Central Pacific camps were invariably models of law and order. But the Union Pacific littered the prairies and mountains with the debris of its pleasure resorts: Fremont, Kearney, North Platte, Julesburg, Sidney, Cheyenne, Laramie, Benton, Green River, Evanston, and Corinne.

In a circular basin atop the Promontory Mountains, the parasites reached the end of the line. Here, as winter gave way to the spring of 1869, they threw up the last of the Union Pacific boom towns — Promontory. It served its functions in the inimitable traditions of its predecessors, and presided over the historic ceremony that wedded the rails of the Union

Pacific to those of the Central Pacific on May 10, 1869.

On this day Promontory consisted of 17 tents, many with false board fronts, facing the railroad across a single dirt street. They housed hotels, lunch counters, saloon, gambling dens, a few stores and shops, and the nests of the "soiled doves." Signs advertised "Red Cloud," "Red Jacket," and "Blue Run." Sales of this commodity boomed, for the nearest source of water was six miles away, and that insufficient. The railroads hauled long strings of tank cars full of water to Promontory from springs 30 to 50 miles distant.

A correspondent for the San Francisco *Chronicle* reached Promontory a few days after the driving of the last spike. Obviously unimpressed with either the town or its inhabitants, he reported that it "consists of a few tents, the ticket-houses of both companies, their telegraph offices, hordes of grasshoppers and swarms of sand fleas." A trifle less pessimistic, the *Sacramento Bee's* reporter believed that "Promontory would be a very pretty and a very good site for a town were it not for the absence of water."

For six months Promontory served as the terminus of the two railroads. The Union Pacific installed a "Y" for its trains to turn around on, and the Central Pacific built a turntable for the same purpose. By the end of 1869, 13,067 east-bound passengers and 17,605 westbound passen-

See PROMONTORY, Page 18



Promontory in late 1869

PROMONTORY CAVES

By **JESSE H. JAMESON**

During the summers of 1930 and 1931, Julian H. Steward of the University of Utah examined some dozen caves on the northern shores of the Great Salt Lake. There are other caves in the area that Steward was appraised of but did not investigate. However, most of his work centered in the so-called Promontory Caves numbers one and two.

In terms of human occupation, the Promontory Caves represent several different types of Indians. Julian H. Steward thought that these caves were first visited by wandering tribes shortly after the ancient Lake Bonneville had receded to the Stansbury level. Mixed in and above the different layers of ashes is sheep manure, indicating long periods of vacancy when wild animals enjoyed the shelter of the caves, too. It is assumed that these nomads were large game hunters and were related to the inhabitants of the Black Rock Caves. It is difficult to determine when these Indians moved into the Promontory area, but it is thought they may have been contemporary with the lower Basket Maker Indians.

An hiatus is followed by a well-developed culture of hunting people who used the self-bow. These newcomers post-date the Basket Makers who did not possess the bow and arrow. It is not too certain, according to Steward, if they followed in time the Pueblid cultures in the Willard and West Warren area. The new Promontory people did not possess agricultural traits, although certain other Pueblid cultural characteristics are exhibited. It is

likely that they may have had some contact with the retreating Pueblo II folk as they abandoned the periphery for the Pueblo heartland in the San Juan country. This withdrawal apparently created a vacuum which was filled by a rapid expansion of recent-type Indians such as the Shoshoni. However, the new Promontory group were not Shoshoni. Their surviving cultural traits indicate that they had borrowed heavily from many people, the plain's people, the Pueblo, Shoshoni, and the Athabascans. Despite Shoshoni similarities, the Promontory cave dwellers apparently did not use metates, bird or rabbit nets, and twined basketry.

It may be a false assumption, but the Promontory Indians were Athabascans moving southward into Southwestern United States from the Pacific Northwest of Canada, Washington, and Oregon. They probably entered Utah as the last Pueblo people were retreating from northern Utah. Since they were game hunters, they saw little value to agriculture except to steal from the more peaceful farmers. Their stay probably was short — a generation or two — and then the southward wandering continued against a non-resisting people who were the ancestors of present-day Shoshoni and Utes. Prior to the abandonment of the great Pueblo centers of the San Juan Country, these Athabascans entered southern Utah and northern Arizona. Here they settled, not as farmers but as nomadic hunters and raiders. In time they became known as

Navajos — an Athabaskan people surrounded by members of the Uto-Aztecan language family.

Shoshoni Indians for well over half a millenium occupied the Promontory Peninsula area. Stewart reports that some of the Indians whom he interviewed told of living in these caves. An informant even claimed to have been born in one of them. Unfounded stories credit the Goshute with having attacked Shoshoni Indians holed up in the caves by using fire to smoke them out. This Steward discounts but leaves the impression that it may have been Utes who were slave hunting.

Today, the caves are the homes for sheep and cattle which may winter graze in the region. At one time, a cowboy may have kindled a fire under the opening of a cave, using it as a shelter from the weather, thus bringing the caves' usefulness well into the modern era.

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CORINNE REVISITED

A visit to Corinne is an exciting experience for much of the history is still preserved in the buildings which date back almost ninety years. In order to begin the tour, a stop at our Sons of Utah Pioneers' Railroad Village is a must. There you will be both entertained and informed by a slide-tape lecture which combines copies of old photographs of Corinne together with 1960 scenes. Being armed with the lecture and a guide sheet — compliments of Railroad Village Museum — a tourist can readily see much of the town in an hour or so.

Corinne is a unique community in Utah because it was founded as a transportation center during the Union Pacific's march to Promontory Summit. The city was spawned in the rush and turbulence of railroad building and was named after the founder's daughter, Corinne Williamson. However, the city grew up as a law-abiding, merchant community. Men were gathering at the site of the future city of Corinne as early as January, 1869, and on March 25, 1869, the city was officially organized. This we learn from the slide-tape lecture. We also learned in our visit at Railroad Village that the city has the distinction of being founded as a non-Mormon community, and that there was no L. D. S. church there until the late 1870's and then only for a few months. The gentile influence still continues in Corinne, and it could well pass for a non-Utah farming community because there are strong, active non-Mormon social groups.

North and South Front Streets parallel the railroad tracks and were the old railroad and freight depot areas. Today there are two lines of tracks — one is only a siding. The depot-like building, the Honeyville Union Pacific Railroad Station, is the museum of Railroad Village. Across the street from the Village is the old freight depot — now a Beeline

service station — which once stood beside the railroad tracks. The old passenger depot was razed last year. It stood on the south side of the railroad tracks. Nearby is the town's park, an excellent place for a visit and chance to refresh after a long drive on a hot summer afternoon.

One block to the south of Front Street is Montana Street, now a tree-lined, partially residential thoroughfare. Montana Street was the main street of 1869-1878 and present-day Corinne. Many well-known merchants had their stores and warehouses here. Names such as Auerbach and Brothers; Warren, Hussey, and Dahler Bankers were found both of Montana Street and on Main Street in Salt Lake City. Freighters frequently lined their teams here prior to their journey to Montana and eastern Idaho.



The Roach Building

The large red brick building on Montana and Fifth Streets, now an apartment and grocery store, was built by the town's physician, Dr. Francis Roach. For over thirty years he was active in both medicine and real estate in Corinne. Possibly part of the ground now occupied by the Roach Building overlapped the site of the Uintah House — a well-known 1869 hotel.

On the corner of Montana and Sixth Streets — one block to the west of the



Corinne LDS Ward Building

Roach Building — is the present-day L.D.S. church. This building stands on historic ground. The chapel is located on the site of the Central Hotel, a well-known hotel in Corinne for many years. Nearby on the same block was the Western Union Telegraph office and weather station. A Daughters of the Utah Pioneers' marker pays homage to this early Utah weather observation station which dates back to the 1870's. The Corinne Ward parking lot once was part of the old Corinne Opera House, a building that served numerous purposes in the community for over eighty years. In this building the Liberal Party held its first real convention in July, 1870. Later in the decade, the first free public school in Utah was organized. Today, however, the building is remembered only by a Daughters of the Utah Pioneers' monument.



Guthrie's Bank Building

At the western end of present-day Montana Street, Seventh Street is J. W. Guthrie's old bank. Guthrie was a banker for some thirty-odd years in Corinne. In the mid-1870's he moved his bank into the Stanley Building where he had constructed a steel vault. Later this bank was sold to S. N. Cole who moved it in 1910 to Tremonton. Today the old bank building is the Lodge Hall of the Masons, an or-

See CORINNE, Page 7



Montana Street as it appeared in the 1870's



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CORINNE, From Page 6

ganization dating back to 1870 in Corinne. Twice each month the Masons meet, and once a month the Daughters of the Eastern Star also hold their meetings. The Masonic influence is seen in the cemetery for many tombstones bear Masonic inscriptions. This is rather an unusual feature for a rural or small Utah town, but nevertheless it preserves part of Corinne's historic heritage.

It is an interesting fact that Corinne is accused of being a city of saloons, gamblers, and other persons of ill repute, but in reality the city was religiously inclined. Almost as soon as the city was founded, churchmen called religious services. In June 1869, out-of-door church services were held. Across the street to the north of the Masonic Lodge is the site of the Presbyterian Church. Although this building was destroyed by a windstorm in the 1890's, its bell has been preserved and is now housed in the rear part of the city hall as is shown in this photograph. On the same square that the Presbyterians had their church edifice, the Catholics planned to build a university. The Episcopalians had their church on the corner of Colorado and Seventh Streets —



The Bell From the Presbyterian Church

one block to the south of Montana Street — but nothing remains to remind one of its community services. To the east, on Colorado and Sixth Streets, the Methodist-Episcopal church was erected in 1870. This building still stands as the oldest non-Mormon church in Utah, and until 1959, it was still used for church serv-

ices. Plans call for it to become a shrine. In addition to these church groups there were also Baptists and Jews in Corinne. It is an interesting sidelight that an 1870 Corinne newspaper commented: "Hurry and bring the babies. The rabbi is still in town." These churches attracted well-known ministers of the late 19th century, including the Rev. Sheldon Jackson, who is best remembered for bringing the reindeer to Alaska. Today the varied nature of Corinne's religious life is shown in the Buddhist Temple. Here Christians and Buddhists mingle in church bazaars and other activities in a true spirit of brotherhood which both great religions teach.

See CORINNE, Page 19

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LIFE MAGAZINE WILL FEATURE PROMONTORY

In early June 1960, *Life Magazine* will feature the driving of the last spike at Promontory as one of the great events in American history. This article, of interest to all SUP members, is being prepared under the direction of *Life's* historical writer, Jack Jessup. In addition to the driving of the golden spike at Promontory, this feature story will discuss such history-forming events as the Battle of Gettysburg. Demitri Kessell, *Life's* staff photographer, spent three days in the Promontory area photographing the monument and grades.



Demitri Kessell, *Life's* staff photographer, focuses his camera on the white concrete monument at Promontory in preparation of the coming feature story of great events in American history.

A THOUGHT FOR TODAY

All that the American people expect of the President is that he shall be a combination of, Moses, Demosthenes, St. Peter, Houdini and Santa Claus.

CHARLES L. WHEELER

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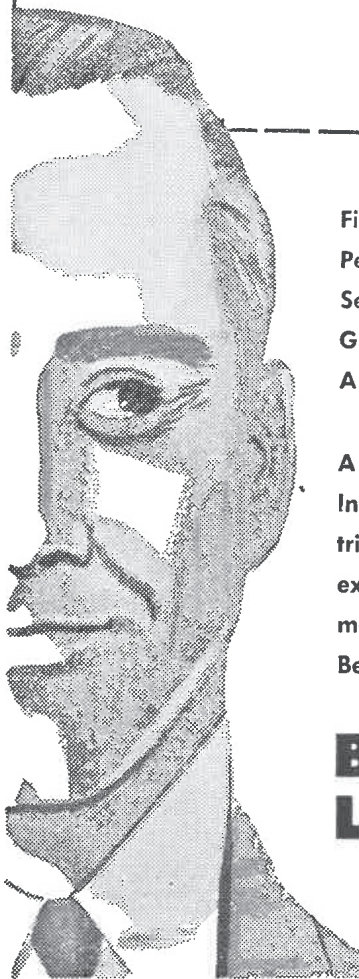
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SUP HOLDS CHARTER AT HARDWARE

Twenty-one new Sons of Utah Pioneers affixed their names to the Charter of the new Hardware Ranch Chapter at Hyrum during Charter Night ceremonies at Hyrum, March 25.

President Earl A. Hansen was speaker of the evening and welcomed the new chapter into official membership in the society.

After citing the values and responsibilities of the "Sons," President Hansen presented the chapter charter and a beautiful pen to new Chapter President Jack H. Wright. Mr. Wright thanked President Hansen and pledged to fill his obligation as President of the chapter to the best of his ability.

The chapter opened the meeting by singing "Come, Come Ye Saints." This was followed by a banquet prepared by Dewey Nielson.

Visitors in attendance addressed brief remarks to the new chapter members, en-

couraging them to work to make their chapter a success. These included Karl B. Hale, SUP Past President; T. Mack Woolley, Membership Committee Chairman; Jesse H. Jameson, Railroad Village Director; Al Larsen, President Temple Fork Chapter; representatives of the Old Juniper chapter, and Clarence A. Reeder, Jr., SUP Executive Director.

Charter members of the Chapter include: Douglas A. Allen, Milton G. Benson, Earl J. Darley, Wendell T. Hurren, E. K. Israelson, John A. Israelson, Einar L. Jensen, Reed C. Jensen, Elmer A. Lauritzen, Louis A. Maughan, Charles McBride, Charles A. Nielsen, Dewey H. Nielsen, Ellis Nielsen, Vern . Nielsen, Leo C. Nielsen, Seymour J. Nielsen, A. Alonzo Savage, LeRoy Smith, James L. Stoddard, J. H. Wright.

The chapter is planning to arrange regular monthly meetings beginning in May.

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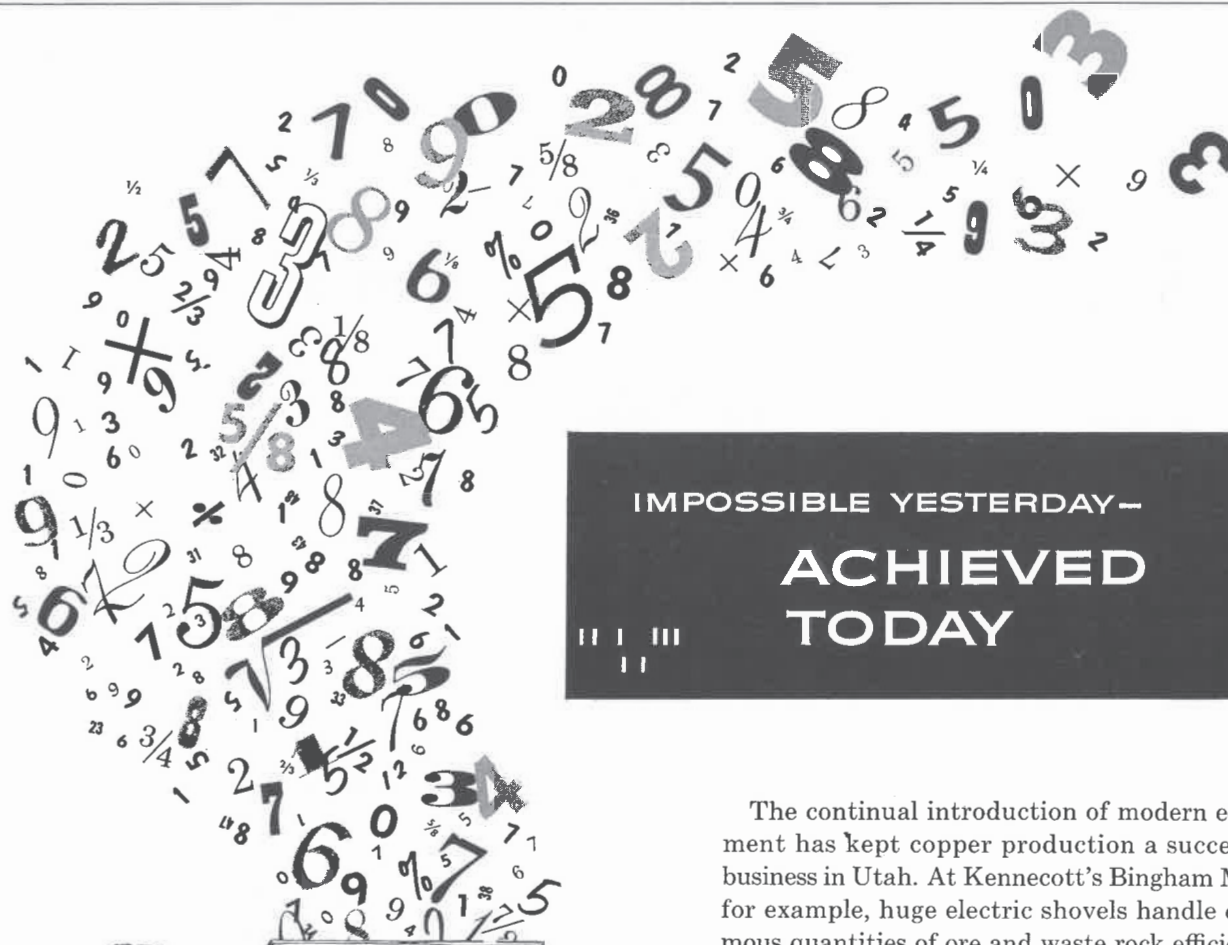
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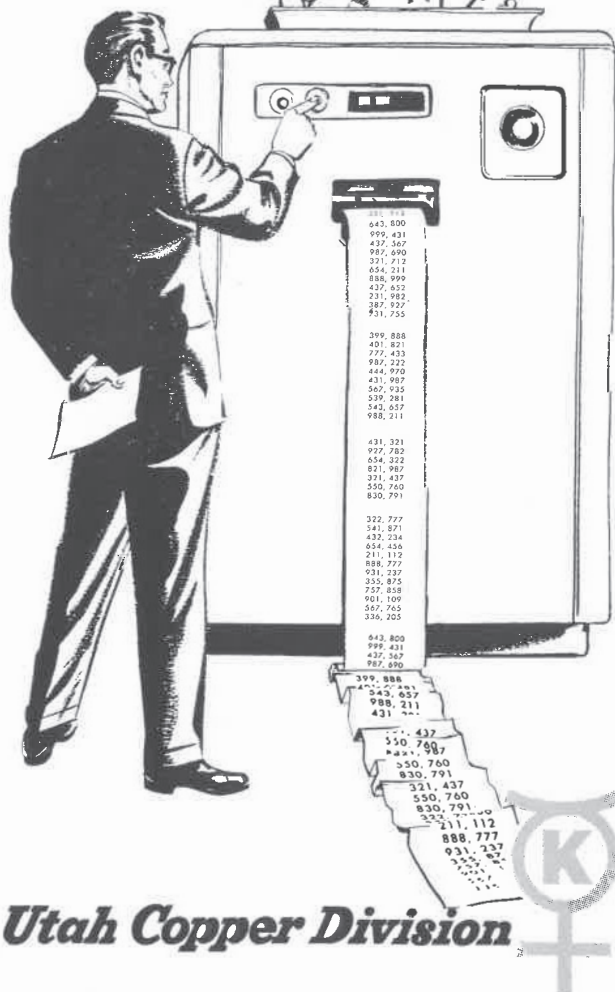
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Even now, plans are under way to achieve tomorrow what is impossible today. The machine accounting system will be expanded to be a more valuable aid to management in the future. This is another step by Kennecott to help assure continued copper production by improving operations.


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MAY 10, 1960—10:30 A. M.

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Advance of the National Colors.....VETERANS' ORGANIZATIONS

Invocation

Welcome

Selection.....STUDENTS OF PROMONTORY SCHOOL

*Introduction of Special Guests, Park Service Officials,
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Address

Pageant, "*Driving of the Golden Spike*"—Directed by L. D. WILDE
12:47 p.m.

Introduction, "*Stalwarts of the Golden Spike*

Era"JUDGE LEWIS JONES

Laying of Memorial Wreath (One Minute Silence, "Taps")

Retirement of the Colors

Mounted Drill Routine, in Indian

Costume.....THE APPALOOSA CLUB OF NORTHERN UTAH

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Above is shown the FLAMING HOOP DANCE by one of the Ki-Ann Dancers. Spectacular as well as dangerous to perform. See this intricate and amazing dance.



Above Ki-Ann proudly displays an outstanding Back Bustle of Feathers and beadwork in geometric and woodland floral patterns. The Indian was an Artist at heart.

THE KI-ANN INDIAN DANCERS HERE

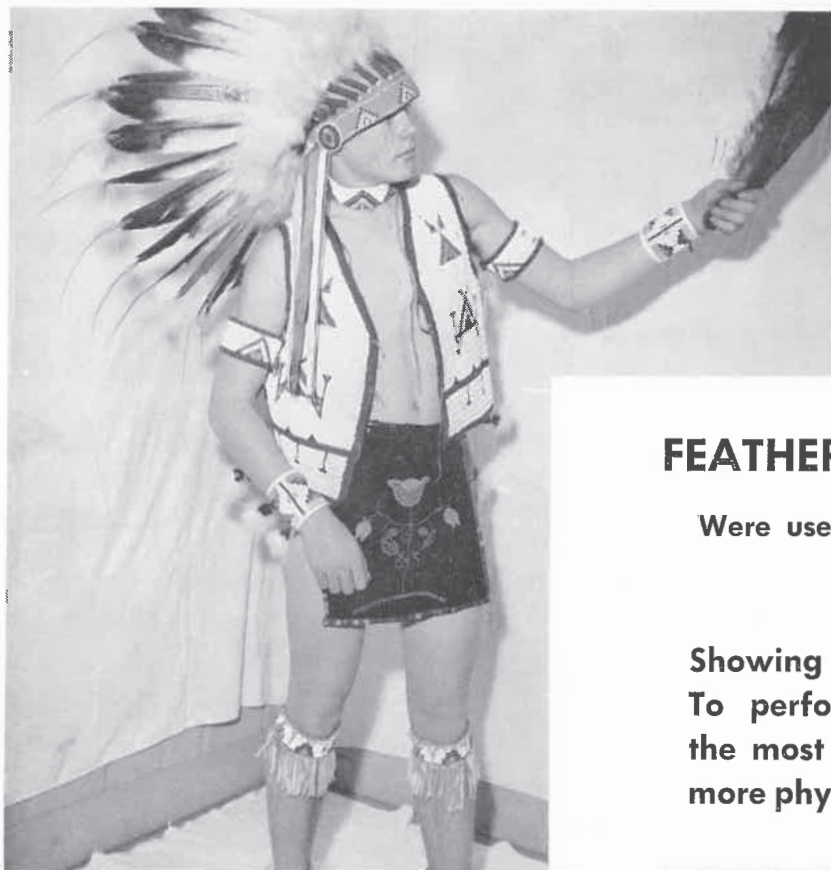
**MAY 7th at CORINNE, UTAH — On the Outdoor Stage of the
SONS OF UTAH PIONEERS RAILROAD VILLAGE**

To Celebrate the 91st ANNIVERSARY OF THE DRIVING OF THE GOLDEN SPIKE, May 10th, 1869

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Sons of Utah Pioneers **RAILROAD VILLAGE**

CORINNE, UTAH — SATURDAY, MAY 7th, 1960

Matinee — 3 P.M. Evening — 8 P.M.

OUTDOOR STAGE OF THE VILLAGE

BANQUET AT 6 P.M. SHARP

By Tickets — Obtainable at the Village

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MILTON V. BACKMAN, *Judge-Advocate*

HORACE A. SORENSEN, *Director of Museums*

JESSE JAMESON, *Assoc. Director of Railroad Village*

DAVE STORY, Head Chief of the FAMOUS KI-ANN INDIAN DANCERS . . .

A High School Student at Cheyenne, Wyo., has completed three years in the Ki-Anns. He is the leader of all the Dances and maintains leadership in the Club as President. Dave is shown here reviewing an old picture of the Buffalo Dance and asking the Great Spirit for good things for his Tribe.

Dave is of Warrior Rank within the club and demonstrates outstanding character and citizenship in Cheyenne and all his other activities.



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Genial Fred Kaysbier Manager and Leader of the KI-ANN INDIAN DANCERS deserves all the credit for Their Climb to Success and Fame.

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 SIOUX THANKSGIVING DANCE
 CHEYENNE BUFFALO DANCE
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 DOUBLE EAGLE DANCE

SIOUX GHOST DANCE
 TAOS HOOP DANCE
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 CEREMONY

RE-ENACTMENT OF THE HISTORIC DRIVING of the GOLDEN SPIKE

Celebrating the 91st ANNIVERSARY of the Coming of the First Transcontinental Railroad — right here at Promontory Summit, May 10th, 1869.

See the Re-enactment of This Historical Event

TUESDAY MORNING, MAY 10th — at PROMONTORY SUMMIT

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Above is an example of the colorful presentations. The Ki-Anns display more than \$20,000 WORTH OF COSTUMES and Authentic Equipment.



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Ceremonial
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Fortune—
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strated
by the
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GOLDEN SPIKE DAYS

MAY 7th to 10th

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Instructor at the Intermountain Indian School,
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Governor Leland Stanford Presents Railroad Village An Original Rail

Governor Leland Stanford (or John W. Howard, owner and operator of Howard Hotel in Brigham City), presented Railroad Village Museum with Section Number 37 of the Original Rail. This small rail, measuring only inches high, stands beside section from a 133-pound rail which Mr. Howard loaned to the Village. The comparison is very graphic and shows the progress made by the railroads since 1869.

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CROSSING, From Page 3

tract to Morrison-Knudson Construction Company.

In order to further advance the work, a model community was established near the workings at Little Valley. Here some six hundred workmen and their families moved into the full-fledged community with a supermarket, drug store, post office, school, and churches. The population of Little Valley was eventually about two thousand people.

Many problems of logistics and equipment had to be solved. Assembled at Little Valley were six bottom-dump barges, five flat-deck barges, eight tug boats, two dredges, and other smaller workboats. This inland navy worked around the clock. In order to carry materials from the sand and gravel pits, engineers constructed a high-speed, two-mile long conveyor system which surpassed any previously built. A record for carrying materials was established — 75,000 tons a day or more than a ton a second. Nine power shovels and sixty-five trucks, plus derricks, bulldozers, and smaller vehicles were needed in the construction of the new causeway.

Work progressed at both ends of the new fill with barges operating from Little Valley and Lake Side. In December, 1957, construction reached the halfway mark, and the following June, 1958, dredging was finished. By the end of May, 1959, the barge operations were consummated, and the remaining gap between the eastern and western sides closed. The entire causeway was now above water. Rail laying for the mainline and a 10,250-foot Centralized Train Control Siding were started on June 22, 1959. Rail operations began on July 27, 1959, almost a full year ahead of schedule.

Thus, the Great Salt Lake ceased to be a transportation barrier in June, 1959, when the Southern Pacific completed the construction of the 12.68 miles of permanent earth fill causeway across the Great Salt Lake.

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The Northern Division of the Mormon Battalion of the National Sons of Utah Pioneers, shown at Utah State Capitol, with Major Jesse P. Rich in charge (which is now under direction of Captain Earl H. Hansen). This group was first to get uniforms from PULLMAN WHOLESALE TAILORS, INC., 130-132 South West Temple, Salt Lake City.

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The Mormon Battalion of the SUP had most of their uniforms made by Pullman's. In addition to making fine clothes, Pullman's also makes a large percentage of uniforms made in this area. You are invited to visit the PULLMAN Factory and Sales Room at 130-132 South West Temple and see how clothes are made. (Adv.)

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PROMONTORY, From Page 4

gers had changed trains at the terminus. They furnished lucrative prey for the adventurers whose sources of income had vanished with the completion of construction.

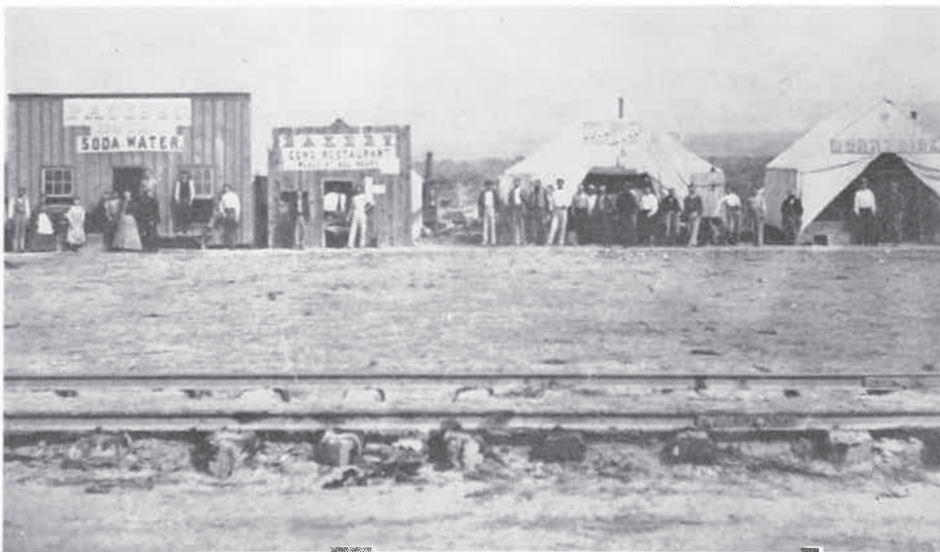
By May 10 a large number of "hard cases" had already descended on Promontory, including, reported the *Bee's* correspondent, "Behind-the-Rock Johnny, hero of at least five murders and unnumbered robberies." Three-card monte, tennice, strap game, chuck-a-luck, faro, and keno flourished in the gambling tents. A band of cut-throat gamblers and confidence men called the "Promontory Boys" set up headquarters. Their *modus operandi* was to put "cappers" aboard the trains at Kelton and Corinne to strike up an acquaintance with prospective customers. At Promontory they led their victims to one of the gambling tents and into the clutches of the Promontory Boys.

"A chief directs all their movements," wrote J. H. Beadle in the *Utah Daily Reporter*, "and if one of the gang 'skins' or 'fleeces' a downy youth, the proceeds are turned over to the 'boss,' who allows a certain percentage to the 'skinner.' 'Cappers,' who are employed to insinuate themselves into the confidence of the un-

initiated, are said to be thicker than hypocrites at a camp meeting of frogs after a shower."

Beadle later wrote a book, in which he eloquently summarized the character of this last Union Pacific "hell on wheels." It was, he wrote, "4900 feet above sea level, though, theologically speaking, if we interpret scripture literally, it ought to have been 49,000 feet below that level; for it certainly was, for its size, morally nearest to the infernal regions of any town on the road."

The Dodge-Huntington Agreement of April 9, 1869, had fixed Promontory Summit as the junction of the two railroads. But it had also provided that the Central Pacific would buy the Union Pacific track into Ogden. In November 1869 the two companies finally got around to moving the terminus from Promontory to Ogden. One by one the tents and board shanties came down and their proprietors moved to more profitable locales. Promontory had enjoyed its hour of glory. One day even the rails would disappear, leaving only a concrete monument to recall the exciting events of 1869.



—Courtesy Southern Pacific Railroad Co.

Promontory shortly after the driving of the last spike

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CORINNE, From Page 7

While near the Methodist-Episcopal Church, a walk to the corner of the next block — Arizona and Sixth Streets — gives us a view of the gracious living of the 1870's. Here on the southwestern corner is the home of Sam L. Tibbals, one of the pioneer businessmen of Corinne. A well-made brick stable stands to the rear of his home. From his mansion one can see to the south an "A" shaped pond — the skating pond of 1869 and 1960 Corinne.



Sam L. Tibbals Home

The school grounds in Corinne once housed the tent and later building for the *Utah Reporter*, a newspaper dating back to April 1869. Here the fire-breathing editor, James Beadle, found limited sanctuary to hurl his verbal attacks upon the Mormons. However, his newspaper contained more local news and advertisements than tirades. Most of these he reserved for his books and talks. Nevertheless, he paid for his diatribes by a physical assault upon his person near the courthouse in Brigham City. Needless to say, this unfitted him for further business for a time.

One of the interesting aspects of Corinne's commercial life is tied up with Bear River. Corinne was visited during 1869 by General Patrick E. Connor's boat — the *Kate Connor* — which inspired Corinne to launch its own steamer in May, 1871 — the *City of Corinne*. Passenger and freight docks were constructed north of the present-day Montana Street bridge and a railroad spur was built to them. Another part of the river traffic was the smelter which stood upon a bluff overlooking the river at the eastern end of Mexico Street. The steamer, *City of Corinne*, brought ore from the south side of the Great Salt Lake to Corinne for smelting and refining. However, neither the lake travel nor smelter proved financially successful. It is reported that the slag pile of the smelter was used for road building material until someone discovered that there was gold in that pile of slag. A mild gold rush ensued, and the old slag was shipped from Corinne for further proc-

essing. However true the story may be, it makes a delightful illustration of the uniqueness of Corinne.

The Bear River also supplied Corinne with its drinking water. On the north side of town near his home, Hyrum House built a water-works. This was equipped with pumps and a storage tank. Cast iron pipes were laid to different parts of the city and water was supplied to the town's citizens. Today, only the old frame home of Hyrum House still stands. A worthy SUP project would be to erect a marker and plaque to this pioneer enterprise.

From the House farm one can see the Utah Northern Railroad grade which was



Hyrum House's Frame Home

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built into Corinne in 1873. Pilings for the old bridge once protruded above the river, but today little remains of them.

Today the memory of early-day Corinne is being preserved in the Sons of Utah Pioneers' Railroad Village Museum. The passage of time will see more of the past come to life as buildings and displays are added to the Village.

When you are next in northern Utah, visit Corinne. You'll be glad you did.

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BOOK REVIEWS

By VIRGIL PETERSON

WITH A SONG IN HER HEART. Biography of Dr. Florence Jepperson Madsen. By Grace Hildy Croft. Nicholas G. Morgan, Sr., Salt Lake City, 1959. \$3.95.

In this stirring biography the author has truly captured and portrays the soul and character of one of the West's greatest musical personalities. A gifted and accomplished musician in her own right, Mrs. Croft combines her touch for meticulous research with her usual stroke of literary skill to present a gallery of word portraits of this artist's illustrious career.

Beginning with an "Overture" the reader is taken through an ancestral background of 144 years — a history of a rich pioneer culture which is the setting for this budding musician.

Part two — "Aria Cantabile" takes this musical artist to the eastern seaboard. In Boston she studies with some of the great vocal instructors of the day and launches her singing career. As her fame spreads she is induced to go to New York where she filled scores of engagements. However, she is still a part of the West and family ties and other interests beckon her homeward periodically.

Part three — "Rondo" portrays her teaching experiences at Brigham Young University where she began as a vocal instructor in 1905, advancing to head of the music department in 1920. In 1922 she married Franklin Madsen and from then on they worked as a musical team, each earning their doctorates. So significant were their contributions to the musical field they also became recipients of honorary doctorates. In 1952 they were made professors emeriti of BYU.

Part four — "Divertimento" describes Dr. Madsen's off-campus activities as her directions of the McGroarty Plays in California, her call to the General Board of the Relief Society, her direction of the Singing Mothers — more than 10,000 having come under her tutorship, and her compositions which are numerable. A list of all published and unpublished compositions as well as her many arrangements of hymns appear in this chapter.

Part five — "Cadenza" — mirrors her life as professor emeritus of Brigham Young University, a fitting climax after 37 years of service to that great center of learning.

Appendix A gives a partial listing of her BYU activities including the production of operas, operettas, oratorios, tours by choruses, radio broadcasts, concerts and special programs. Appendix B lists all of the Singing Mother presentations under her direction.

The title of the book certainly fits the character it describes. The format is at-

tractive, the volume having a liberal sprinkling of good photographs. The end papers, consisting of a well-arranged series of cutout photographs show many of the great institutions of learning and teaching where the mark of this great musical genius was left.

In all of her musical career Dr. Madsen has been a tower of strength in the gospel of Jesus Christ. Truly she has exemplified the heritage which her ancestors built by sacrifice and dogged effort. She is recognized internationally for her leadership and through her compositions. This, she merits, and her works will live. Fortunately we are to have this record while so many of the facts are freshly available and from the pen of a gifted author. Recognition is also due N. G. Morgan, Sr., whose generosity has made possible the publication of this volume.

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PROMONTORY TODAY

Promontory today is another abandoned town in Utah. A white monument marks the site where the last tie was placed, the last rail was laid, and the last spike was driven. A line of telegraph poles, carrying no wires and ending only in fields, stands as though they were a line of crosses amid the sagebrush, rabbit brush, and weeds. There are rails that begin and end nowhere. A forsaken home, once knowing better days, has sagebrush and weeds for a lawn, and its empty windows wear no curtains. A boarded-up wooden school building hears no more the sound of children's voices but only the wind.

Erosion is taking a heavy toll of the grade and countryside surrounding Promontory. Once a streamlet passed under a culvert, but now the embankment has been washed away, and a deep gully has replaced the streamlet. Further north this same streamlet passes under a wooden culvert, thence through a metal pipe under the road. In less than forty feet distance, it has gorged out a chasm over twenty feet deep.

The grade leading up to the white monument remains as scars upon the mountain side. Once a trestle work and tracks crossed this gully and followed a path through the distant cut that is bordered by large mounds of rocks. Across another gully there was six hundred feet

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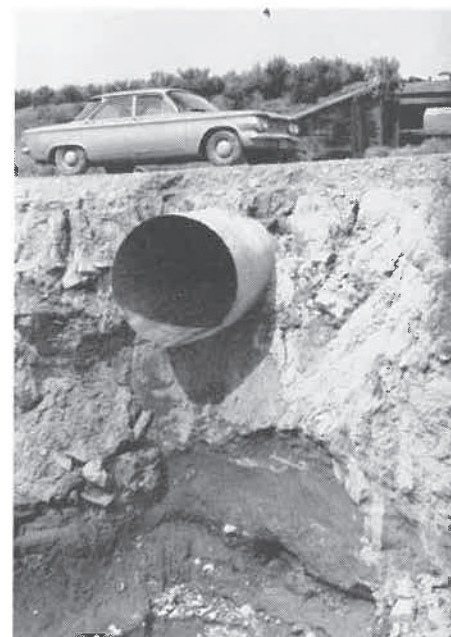
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of fill built by the Central Pacific, and below it the abutments constructed by the Union Pacific for its trestle. Not very far distant, there are the ruins of a graders' campsite. Here rocks were piled neatly around pits dug into the mountain's flanks and over them were the canvas roofs of tents. Other pit-like structures dot a field on Blue Creek Flats.

This is Promontory today. What will Promontory be in 1969 — another forgotten historical spot in American history or a shrine, preserving the memory of one of the great events in our American heritage?



Erosion has caused damage, as pictured above, throughout the Promontory area.



AUSTIN HEYWOOD TAKES HELM AT CEDAR CITY

Austin Heywood was named president of the Cedar City Chapter of the Sons of Utah Pioneers at the annual Bread and Milk Supper held Thursday, February 11.

Mr. Heywood will fill the presidency that has been occupied by H. P. Dotson for the past year.

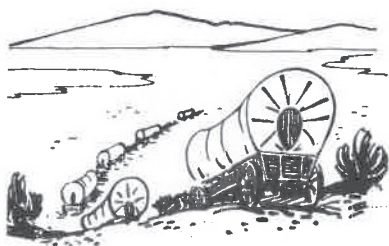
Other officers elected at the annual meeting, to serve with Mr. Heywood, included Vernon Jones, first vice president; Leo Palmer, second vice president; Lanell Lunt, chaplain; Marvin Jones, judge advocate.

Reelected to the position of secretary was Clem Judd. George A. Croft, who has been appointed as permanent historian of the organization, will continue in that capacity and Mr. Dotson will complete the organization, as immediate past president.

The Southern Utah Chapter entertained President Earl A. Hansen, Vice President I. E. Riddle, Membership Committee Chairman T. Mack Woolley, Railroad Village Director Jesse H. Jameson, and SUP Executive Director Clarence A. Reeder, Jr., at their annual Bread and Milk Supper which attracted over 50 Sons from Cedar City and Parowan.

Highlighting the entertainment for the evening was the presentation of a slide tape lecture on the coming of the railroads to Utah by Jesse H. Jameson.

The Chapter is working on an increased membership program this year.



THE SEGO LILY PLANT

By JAMES H. MILLER

Most of the pioneers who settled in Brigham City had come to America from foreign lands with very little money or clothing. They had one thing in common — big, open hearts full of love and kindness for each other and all men. During the winter of 1855, they had short rations, and in the spring of 1856, they tried to plant their crops. However, they only harvested one small crop when the grasshoppers came. The horde of insects covered the sun as if they were a cloud, devouring the crops. It is possible that the people would have starved had they not found a thickly grown, two-acre patch of segos. The plants were the size of a small onion and were sweet with a good flavor when cooked. The people from Brigham City went to the patch and dug the segos for food. After clearing the plot, they went sorrowfully home, still believing that the good Lord would provide food for them.

The site of the sego patch is one mile west of the courthouse. Never again did segos grow in that spot, for it was not their natural habitat.



Pearl P. Gordon, Julian and Melvin Muir give Corinne's Railroad Village Chapter a free trip to Hawaii via 4-D.

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This is not just an advertising gimmick but a genuine offer. Of course, the traveling has to be done via the arm chair, but for an enjoyable chapter program, ask President Earl Gordon of the Smithfield Chapter to show his 3-D slides. The program actually is conducted by Sister Julia Muir, who sings Hawaiian songs, and Sister Pearl P. Gordon, who shows and narrates the Hawaiian trip. The sly, subtle wit that accompanies the narration adds a certain spice to the program. So far, the Gordons and Muirs have shown their 3-D slide program to well over four thousand people, and they would appreciate it if they could take another four thousand people on a trip to Hawaii, especially SUP members.

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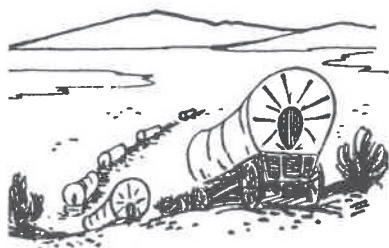
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Right to left: Robert T. and Vivian Jones, Bishop Floyd G. and Elma Carter, and Nadine Jones share each other's cooking at Corinne's pot-luck supper.

CORINNE ELECTS NEW SET OF CHAPTER OFFICERS

On March 21, 1960, Corinne's Railroad Village Museum Chapter held its election at a pot-luck supper held in Railroad Village. Alma G. Jones, the Chapter's first president, was re-elected president for another term. The membership as a whole expressed a hearty vote of thanks for his past work and promised to continue to support him. A new member of the chapter, Charles Clifford, was elected Vice President. Brother Clifford is an active supporter of SUP activity, particularly at Railroad Village, where he frequently guides people through the grounds as well as contributing relics and trees for landscaping. Fred Bradford succeeded Jesse Nicholas as Secretary. The chapter plans to hold a Charter Night during April 1960.



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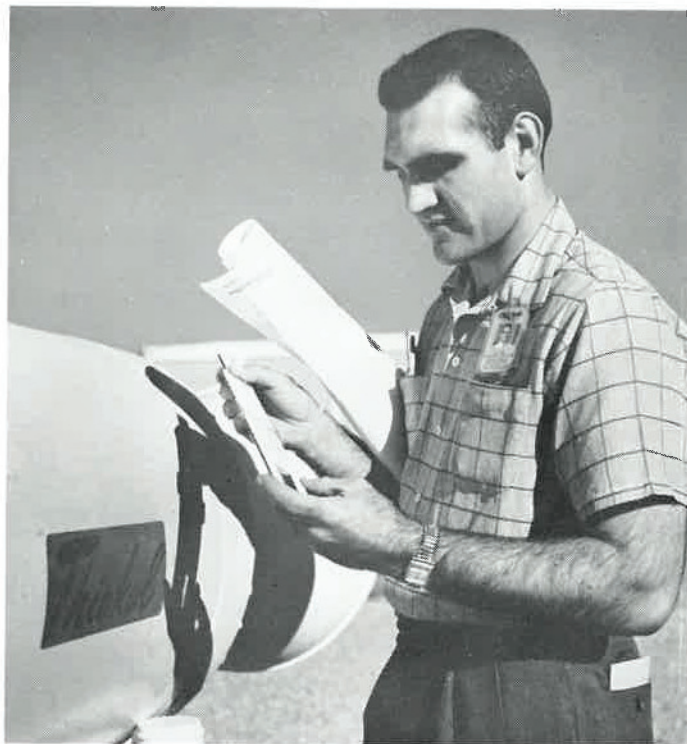
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